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FISCAL IMPACT STATEMENT

LS 6100

BILL NUMBER: HB 1067

NOTE PREPARED: Nov 18, 2012

BILL AMENDED:

SUBJECT: Federal Fund Exchange Program.

FIRST AUTHOR: Rep. Cherry

FIRST SPONSOR:

BILL STATUS: As Introduced

FUNDS AFFECTED: X GENERAL
DEDICATED
X FEDERAL

IMPACT: State & Local

Summary of Legislation: The bill establishes the Federal Fund Exchange Program (Program) to allow a county or municipality that receives funds from the Federal Surface Transportation Program (STP) to exchange the federal funds for an equal amount of state funds. The bill provides that the Indiana Department of Transportation (INDOT) shall administer the program.

Effective Date: July 1, 2013.

Explanation of State Expenditures: The bill will increase overall administrative costs for INDOT, including estimating fund availability and entering into agreements with local units. Additionally, the bill requires INDOT to report annually to the General Assembly on the program.

It is conceivable that the program will reduce certain costs for INDOT associated with providing federal funds for local projects. Specifically, these costs include INDOT's responsibilities of project letting and oversight on federally funded local projects. Ultimately, the size of the program and the costs and savings are dependent on the local units who participate as well as the projects undertaken under the program.

Background: INDOT provides a portion of the STP funds it receives to local units, paid by reimbursement of local expenditures. INDOT remains responsible for oversight of STP-funded local projects, including letting bids for the projects. In most cases, local units are required to utilize a construction engineer or inspector to provide documentation of expenditures in order to assure compliance with federal regulations. INDOT is held responsible for all federal funds utilized in local projects and must pay penalties if federal rules are not

followed.

Under the Federal Fund Exchange Program, a county or a municipality may enter into an agreement with INDOT to exchange STP funds for state funds at a 1:1 ratio. The local unit is still required to provide matching funds of 10% of the project cost, and INDOT will reimburse expenditures with state dollars. INDOT may then use the recaptured STP funds on presumably larger projects, which may reduce the overall administrative costs associated with the use of federal funds.

STP funds were apportioned for FY 2013 (October 1, 2012, to September 30, 2013) by the latest transportation re-authorization bill known as Moving Ahead for Progress in the 21st Century Act (MAP-21). According to the Federal Highway Administration, Indiana was apportioned \$241.7 M in STP funds for FY 2013, with slightly higher funding expected in FY 2014. Typically, INDOT makes 25% of the federal funds apportioned to it available to local units.

Explanation of State Revenues:

Explanation of Local Expenditures: Utilizing state funds instead of federal funds for local transportation projects may reduce project administration costs, due to the reduction in regulations on the use of the funds.

Explanation of Local Revenues: See *Explanation of State Expenditures*.

State Agencies Affected: Indiana Department of Transportation.

Local Agencies Affected: Counties and municipalities.

Information Sources: Kansas Department of Transportation Bureau of Local Projects (<http://www.ksdot.org/burlocalproj/default.asp>); U.S. Department of Transportation Federal Highway Administration Notice 4510.759; Indiana Department of Transportation (<http://www.in.gov/indot/2390.htm>).

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